

PARCEL TO PARCEL LINKAGE DEVELOPMENT PROSPECTUS

Government Documents

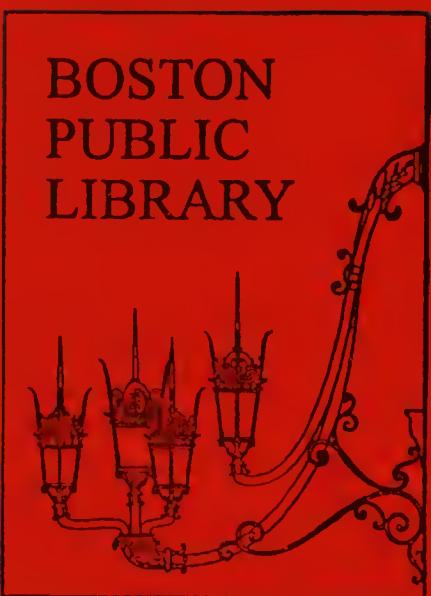
BRA
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Version 1



PARCEL 18 - SOUTHWEST CORRIDOR



KINGSTON-BEDFORD GARAGE



**DEVELOPMENT PROSPECTUS FOR
SOUTHWEST CORRIDOR PARCEL 18 AND
KINGSTON-BEDFORD GARAGE SITE**

PREPARED BY
BOSTON REDEVELOPMENT AUTHORITY

Stephen Coyle, Director

AS

DEVELOPMENT AGENT FOR

CITY OF BOSTON
Raymond L. Flynn, Mayor

COMMONWEALTH OF MASSACHUSETTS
Michael S. Dukakis, Governor

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
James F. O'Leary, General Manager

PARCEL 18+ TASK FORCE
Marvin Gilmore, Chairman

BOSTON REDEVELOPMENT AUTHORITY
Robert L. Farrell, Chairman
Joseph J. Walsh, Vice-Chairman
James K. Flaherty, Treasurer
Clarence J. Jones, Assistant Treasurer
William A. McDermott, Jr., Member
Kane Simonian, Secretary

INTRODUCTION AND BACKGROUND
SOUTHWEST CORRIDOR PARCEL 18 AND
KINGSTON-BEDFORD GARAGE SITE

With the preparation of new Downtown Guidelines, the City of Boston has established a series of policies to manage the growth of Central Boston. The adoption of these policies will assure that future development will be of an appropriate scale and that the strong growth presently ongoing in Boston's core will address the needs of the City's residents. By channeling the economic benefits of this growth to improve employment and housing opportunities, a measure of economic justice is achieved. One specific means by which this can be accomplished is parcel-to-parcel linkage.

Parcel-to-Parcel Linkage

In view of the very strong pressures for new office and retail space in the downtown area, there is intense competition for the remaining publicly owned development parcels. As a condition of having the right to acquire and improve these prime downtown parcels, developers will be required to commit to the development of important parcels in Boston neighborhoods.

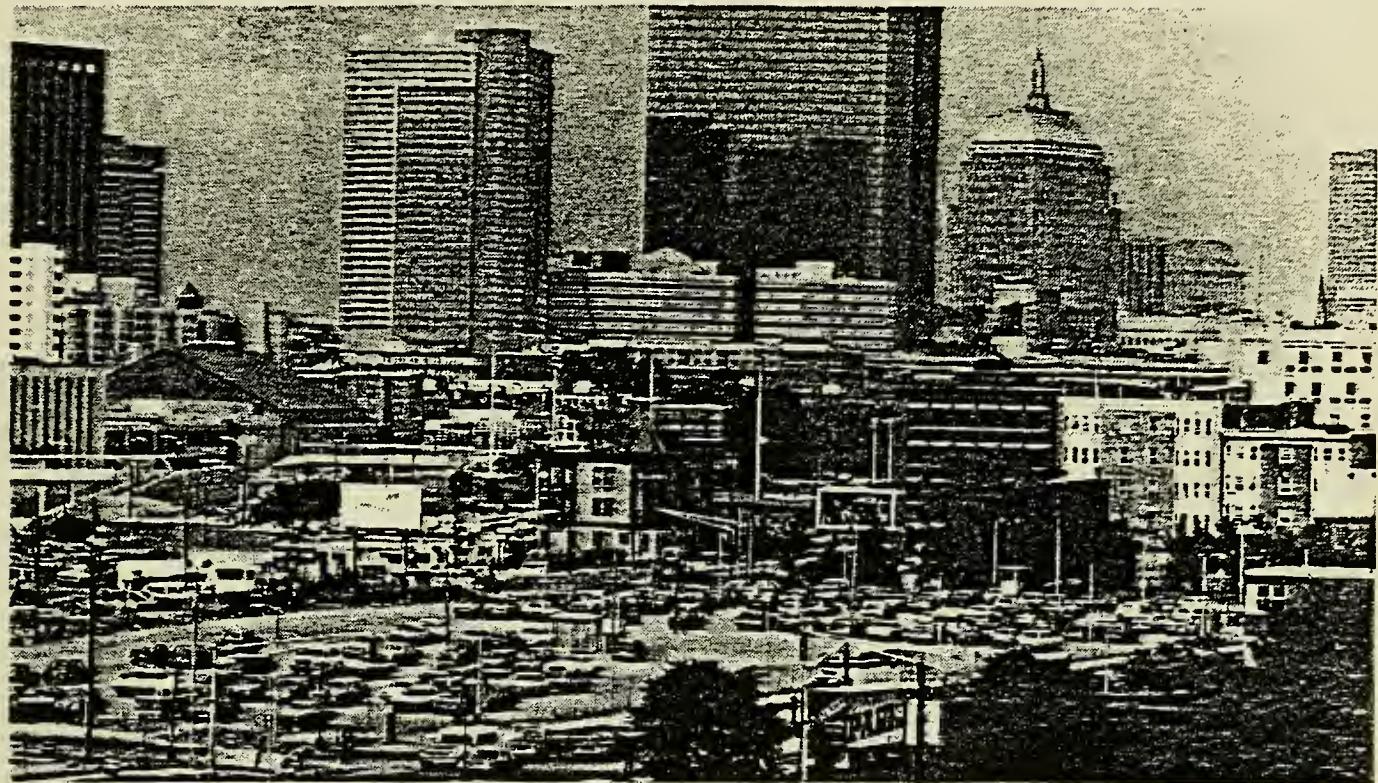
As the economics of these parcels may require, the City is prepared to devote a portion of its participation in its downtown parcels to assist in assuring overall project financial feasibility. The City will also assist in securing such other public sector investment incentives as may be required.

The first combined project initiative of this type is the joint development opportunity of Parcel 18 in the Southwest Corridor and the Kingston-Bedford Garage and 140 Essex Street surface parking lot in the Financial District.

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Southwest Corridor Parcel

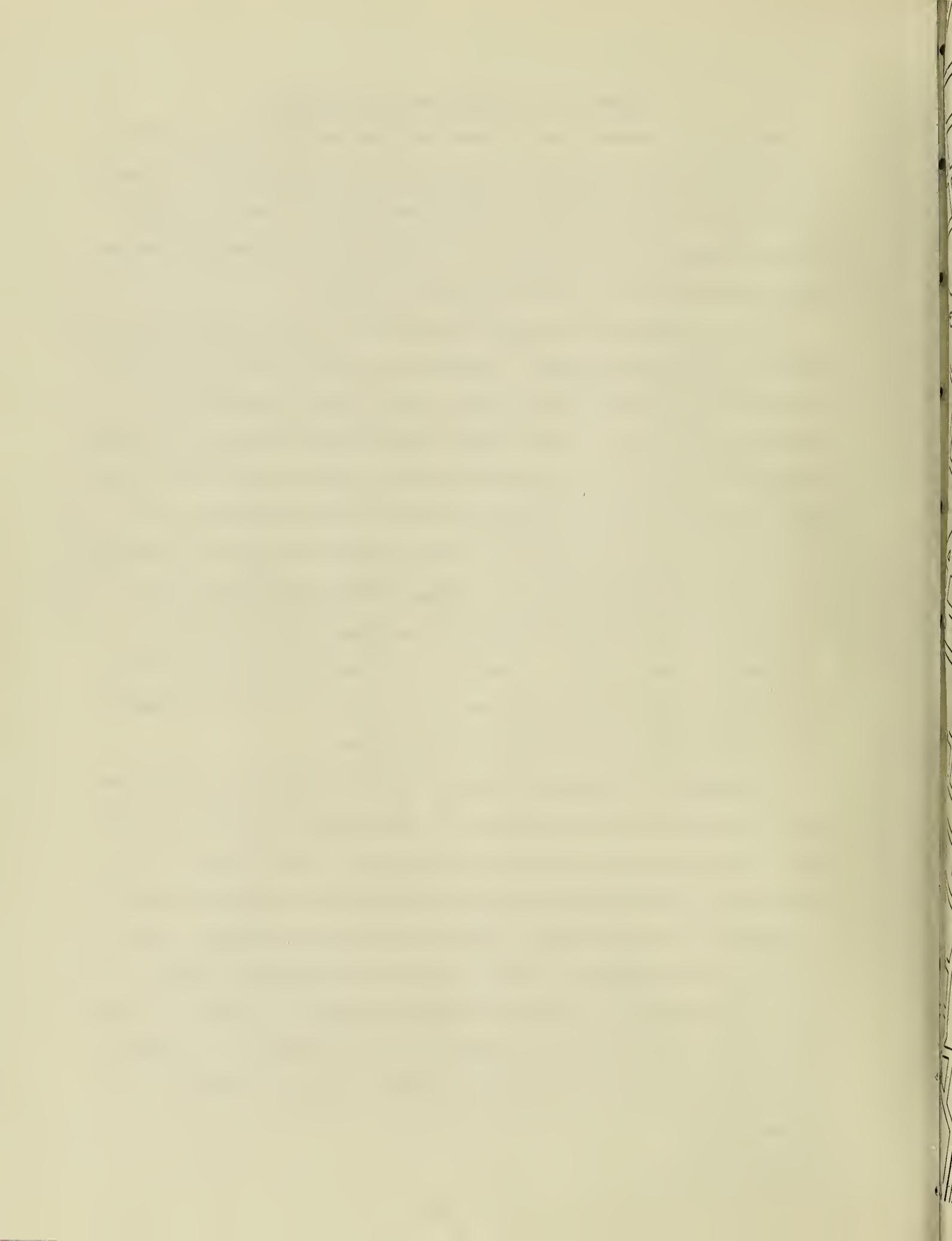


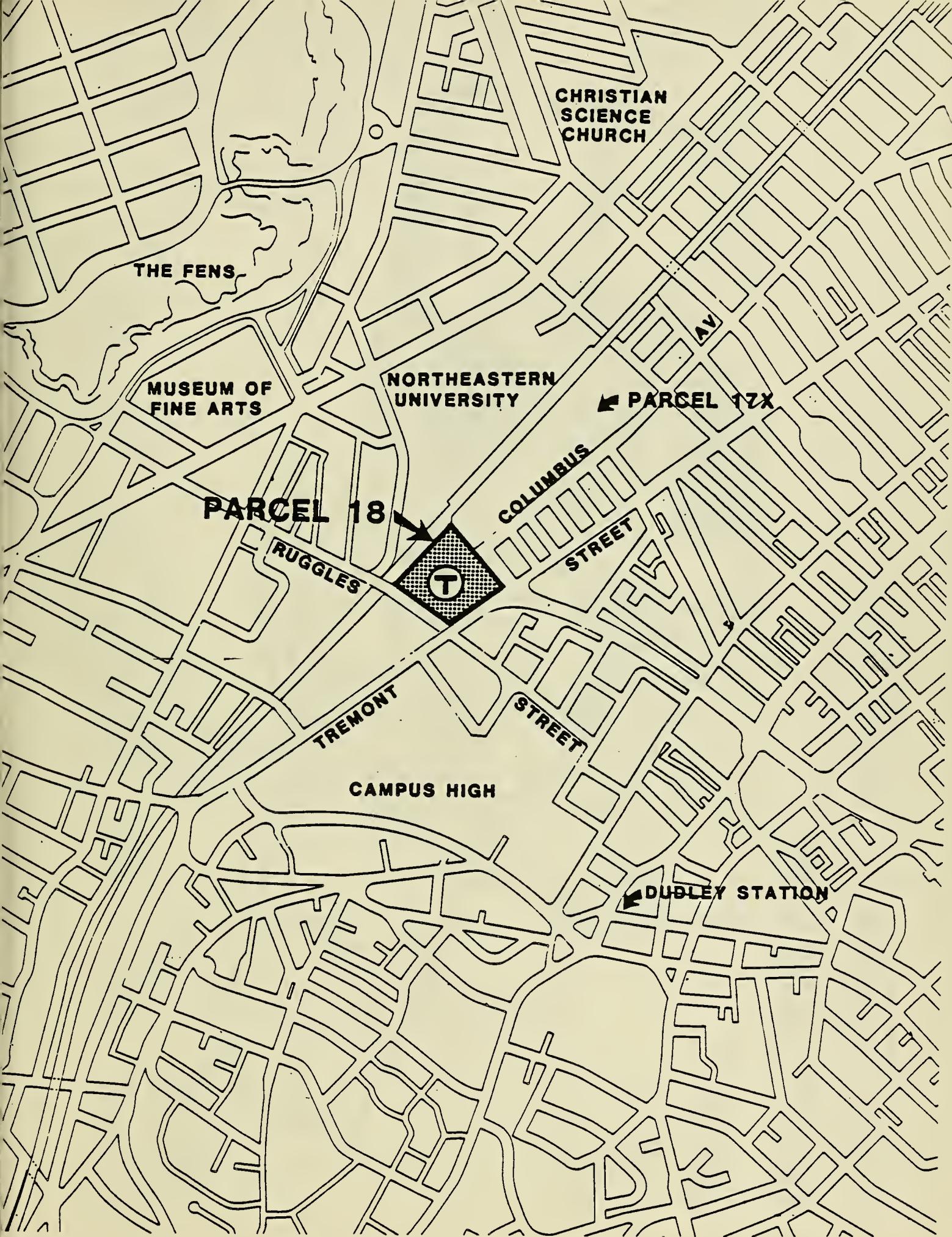
Parcel 18: The Development Opportunity

Parcel 18 is located at the intersection of Melnea Cass Boulevard and Tremont Street, and is bounded on the south by Ruggles Street. The parcel was created by the planning for the Southwest Corridor Transit System, which produced a 5.6 acre (245,000 s.f.) parcel directly adjacent to the new Ruggles Street Station. (See site map which follows.)

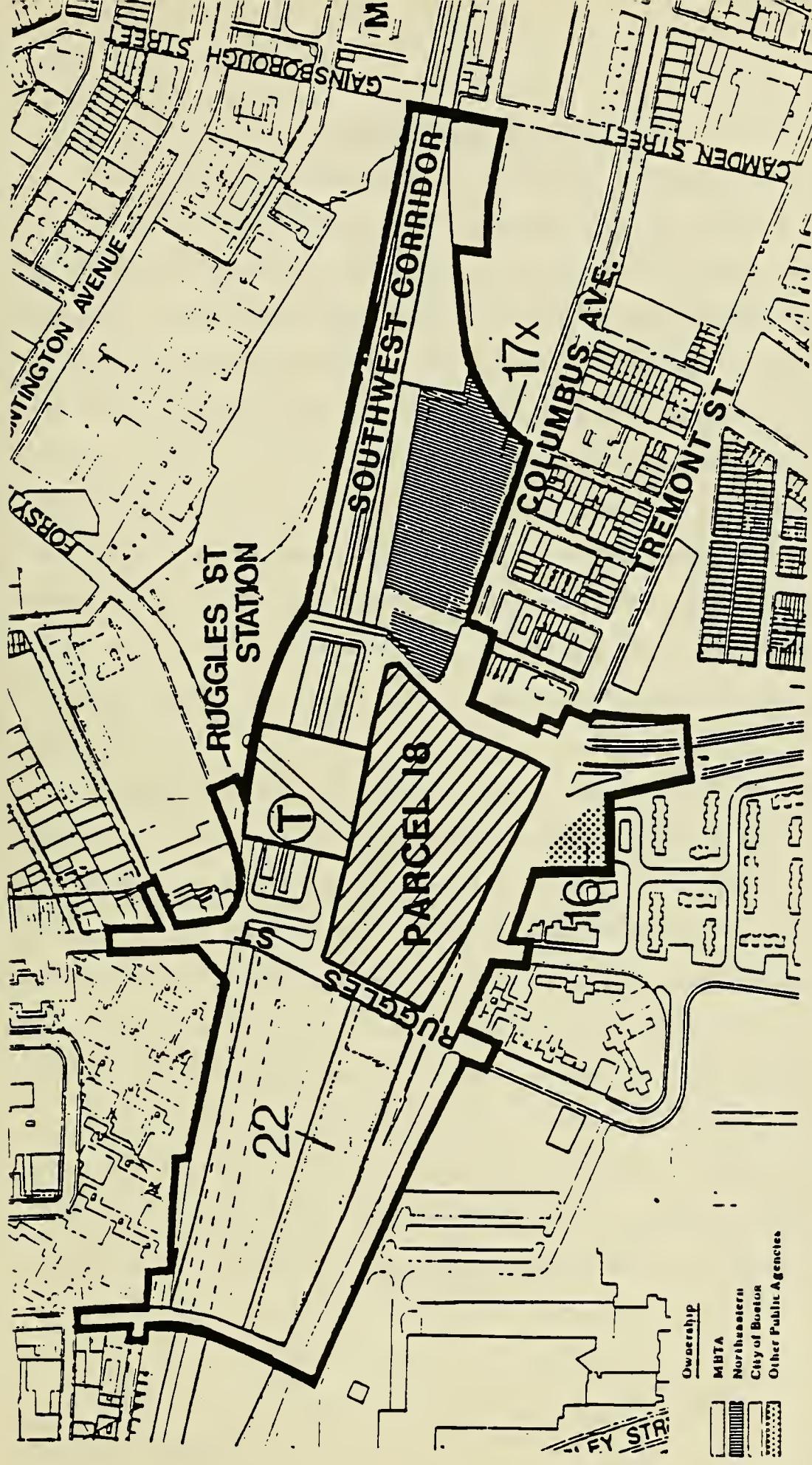
Parcel 18 represents a substantial opportunity for development due to its unique locational characteristics. The close proximity of Cass Boulevard to the Southeast Expressway brings this site within fifteen minutes of the Financial District by car. The Ruggles Street Station will serve the relocated Orange Line, which will run from Forest Hills through downtown and out to Oak Grove, thus serving an enormous portion of the metropolitan area's workforce. The Line will also connect to new stops at the Back Bay Station and on Washington Street at the New England Medical Center and Tufts Medical School. The ride from Ruggles Street Station to State Street is projected to be ten minutes. In addition, the Ruggles Station will serve an even wider spectrum of the workforce since it will be a stop on the commuter rail system running from Route 128 to South Station.

In addition to its enormous locational and transportation attributes, this site will benefit from intensive new public and private investment now underway. A major new park system along the corridor is under construction, a new strand in Boston's Emerald Necklace which will run from Copley Square to Forest Hills. Northeastern University is the immediate neighbor to the west and is creating plans on Parcel 17X for new development adjacent to the site. The new campus of Roxbury Community College will be located nearby. Finally, both the City and the Commonwealth have major projects underway in the adjoining commercial and residential areas, including the state's newest Heritage Park.





Parcel 18+ Area



SOUTHWEST CORRIDOR PROJECT - Development Coordination

KAISER ENGINEERS, INC. / AIA, SPURGEON & THORNTON, INC.

MASSACHUSETTS Bay TRANSPORTATION AUTHORITY

Project Description/Parcel 18

The City, the Commonwealth and the Parcel 18 Task Force have determined that a mixed-use development is appropriate for Parcel 18. Earlier, more modest proposals for development on the site have been reviewed and revised to reflect the present strength of the Boston market and a new level of public and private confidence and interest in the area. The intention is that this parcel be intensively developed and that it act as the central orienting element for the larger area. In addition, it is intended that it generate the high level of activity necessary to support not only itself but also to stimulate development on other area parcels. Exactly what level of development will be appropriate and feasible here is currently under discussion, and will be more closely defined at the conclusion of work by the BRA's economic consultants, design work by design staff and after consultation with the community.

Development on Parcel 18 will permit heights and views not characteristic of suburban locations. Its proximity to the downtown area and its key location on the city's transportation network are two of the site's major assets. In addition, the fact that the site is currently vacant and ready for development makes it desirable. There is also here a unique opportunity to use the significant amount of nearby vacant land and the diversity of surrounding uses to create an entire new vital mixed-use mixed-income community in the city. The principal component for Parcel 18 will certainly be office use. Due to its location, this Parcel can be the outlet for Boston's enormous pressure for additional office space. More specifically, this project can address the demand for office space on large floor lay-outs which is currently being

priced out of central Boston. This need has been accommodated by suburban locations where easier land assembly and lower land prices compensated for the greater distance from downtown.

Retail space will be another important element of this parcel's development and should provide goods and services to the many employees on site, mass transit riders, Northeastern students/faculty/administration and on-site and nearby residents. Retail space should comprise at least the first level of development here.

The uses which have been discussed over time for Parcel 18 include office, retail, parking and a hotel. While the possibility of a hotel appears to be less likely due to location factors and the general hotel market in Boston, the strength of the Boston housing market and a concern for assuming around-the-clock activity on the site, have caused there to be a new interest in some housing on the site.

The final component of Parcel 18 development is parking, the amount and location of which is currently under review. Current thinking is to include a garage of at least one thousand cars with the leading location the large area of the site bounded by discontinued Columbus Avenue and Tremont Street and between Ruggles Street and Melnea Cass Boulevard. It is proposed that the garage be underground and used in some way to provide the foundation for development above.

To capture the unique potential of Parcel 18, the development guidelines will permit a substantial mixed-use development on the site. The guidelines will address themselves to height, massing, street frontage, vehicular and pedestrian circulation, materials, relationship to the station and corridor and other contiguous development, as well as to uses.

Public Commitments to Parcel 18

On July 31st, the Governor and the Mayor, executed an historic agreement with regard to Parcel 18. This document, which is inclosed, established the linkage of Parcel 18 with a downtown parcel. It establishes the Boston Redevelopment Authority as the development agent for the State, the MBTA and the City in the development of Parcel 18. In addition, it commits the City and the Commonwealth:

- o to work together to achieve the release of a Parcel 18 developer's kit in late 1985 or early 1986 and the commencement of development, if at all possible, before the end of 1987.
- o promote and obtain the highest possible levels of economic benefits, including equity participation for minority developers and local community development corporation, business opportunities for minority business enterprises, and employment for area residents.
- o to coordinate and expedite all needed public reviews and permits, to provide any public incentives to strengthen the development, and to commit public financing and improvements to ensure that the development not only goes forward, but that it generates substantial economic benefits to the residents of the community.
- o to provide public sector tenancy if necessary to ensure the economic viability of the project and to bring vital public services closer to the residents.

In addition, the Mayor and the Governor also recognized the vital role of the Parcel 18+ Task Force as the legitimate public participating body in the development of Parcel 18+. They executed together with the other Task Force members the enclosed Memorandum of Agreement setting out the roles of the public institutional and community members of the Task Force, as well as the major community benefit objectives of this project. This agreement therefore provides this development with a stable, standing community participation vehicle for carrying out the project.

SUMMARY OF PARCEL 18 ASSETS

- o Site is in prime location: Site is immediately adjacent to Northeastern University/Fenway; several minutes from the Prudential Center, Copley Square and the Back Bay and fifteen minutes from the Financial District.
- o Excellent vehicular and transit access: Parcel 18 is at the intersection of four major roadways: Melnea Cass Boulevard, New Tremont Street, Columbus Avenue, and Ruggles Street. Parcel is also located on a major mass transit line, the Orange Line, as well as on a commuter rail stop.
- o Dramatic views of the Back Bay and downtown are available from buildings on this site.
- o Area surrounding the parcel is experiencing intensive new public and private investment, e.g., Northeastern University, reconstructed Columbus Avenue as well as the planned Roxbury Community College.
- o Size of parcel represents a significant amount of vacant land which is suitable for a high density mixed-use retail, office and possibly hotel development.
- o Buildable site can be delivered promptly with all public approvals and appropriate public funding assistance.
- o State and city governments have made development of Parcel 18 a top priority. To assure its development they have agreed to commit public sector tenancy to Parcel 18 to assure its economic viability.
- o The City has agreed to link the development of Parcel 18 to the development rights for a major downtown parcel, to maximize the economic attractiveness of Parcel 18.

**AN AGREEMENT BY THE
GOVERNOR OF THE
COMMONWEALTH AND THE
MAYOR OF THE CITY OF BOSTON
TO DEVELOP COOPERATIVELY
THE PARCEL 18+ PLANNING AREA**

July 31, 1985

We, the Governor of the Commonwealth and the Mayor of the City of Boston, hereby agree to proceed together in the timely development of the area along Boston's Southwest Corridor known as "Parcel 18+". We agreed to undertake this venture in full partnership with the residents of the surrounding community.

This initiative is a high priority for us and for our administrations because it represents a unique opportunity to bring the benefits of Boston's and Massachusetts' expanding commercial economy into the heart of a disadvantaged inner city residential community. Parcel 18+ represents a unique opportunity to change conditions we find unacceptable — profound poverty and disinvestment in the shadow of expanding economic prosperity.

The people who live along the Southwest Corridor — individual citizens and through their educational, planning, and development organizations — have been and will be full participants in this unique opportunity for new economic growth in their communities.

The Commonwealth has long looked forward to the development of Parcel 18+ as the culmination of a decade-long public investment in the Southwest Corridor.

- Today at the Ruggles Street Station we mark the final phase of construction of the Southwest Corridor transportation project — at \$747 million, the largest transportation investment in the history of this state.
- Later this summer, we will begin construction of the \$40 million permanent campus for Roxbury Community College.
- Later this year, we will begin final landscaping of the 85-acre linear park that will run along the Corridor through the heart of this City.

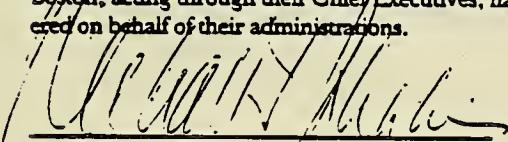
For the City, Parcel 18+ marks the beginning of a comprehensive revitalization program for the square mile surrounding Dudley Station. After more than two decades of minimal private investment, the State and the City are committed to bringing economic vitality and opportunities for equity and meaningful employment to the Dudley area. That transformation can best begin at Parcel 18+.

To the residents this moment reflects the final stage of their involvement in the planning of the public investment on this corridor, and the beginning of their realization of its economic benefits.

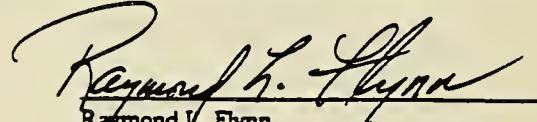
With this agreement and the document that accompanies it, we commit ourselves and our administrations today to a series of steps that can make Parcel 18+, and with it the Southwest Corridor and Dudley Station, a new source of economic hope for the people of this community:

- 1 We agree to direct all State and City agencies to work together to achieve the release of a Parcel 18 development proposal this year and the commencement of development, if at all possible, before the end of 1987.
- 2 We agree to an unprecedented joint development process in which the Director of the Governor's Office of Economic Development, the Secretary of Transportation/MBTA Chairman, and the Director of the Boston Redevelopment Authority will coordinate, on our joint behalf, the planning and implementation of development efforts.
- 3 We agree that the Boston Redevelopment Authority will act as development agent for the State, MBTA and City in the development of Parcel 18 proper.
- 4 We recognize the vital role of the community in the development process and we agree to continue to work with the Parcel 18+ Task Force as the legitimate public participatory body for the development of Parcel 18+.
- 5 We agree to promote and obtain the highest possible levels of economic benefits, including equity participation, in the Parcel 18+ development projects for the residents of the adjacent neighborhoods, for minority business enterprises, and for community development corporations.
- 6 We agree to link the development rights for Parcel 18 to the development rights for a major downtown parcel, to maximize the economic attractiveness of Parcel 18.
- 7 We agree to coordinate and expedite all needed public reviews and permits, to provide any public incentives to strengthen the development, and to commit any public financing and/or improvements available to us, to ensure not only that development can go forward, but that it generates substantial economic benefits to the residents of this community.
- 8 We agree to commit public sector tenancy to the Parcel 18 development both to ensure the economic viability of the project and to bring vital public services closer to the residents of the neighborhoods.

IN WITNESS WHEREOF, on July 31, 1985, the Commonwealth of Massachusetts and the City of Boston, acting through their Chief Executives, have caused this agreement to be signed, sealed, and delivered on behalf of their administrations.


Michael S. Dukakis
Governor of Massachusetts




Raymond L. Flynn
Mayor, City of Boston



ON BEHALF OF OUR COMMUNITY and in the witness of the principles and agreements included herein, we have endorsed and signed this Agreement in the presence of the Governor, the Mayor and our community.

Gloria Y. Fox
Byron Rushing
Jeff O'Gara
Christine B. King
Carl D. Thomas
Clarence E. Dilley
Ralph V. Smith
Eileen A. Sipione
William Michael Kelly
John S. Coggs
Clea V. Lummoott
John Davis
D. C. M. G.
Alvin M. Grimes
Jacquie Ward

Hattie Dudley
W. David Lee
Dorothy Kamm
Carol Main
Michael C. Hartley
Patrick J. Pitsos
J. Franklin Lee
Cecile Fay
Peter Tritton
John W. Byrne
James L. Miller
Anthony S. Fazio
Sandra Sandford
Bruce C. Boiling
James L. Lester
Luzia J. Evans
Jessie M. Hardy
M. S. S.
Michael C. Hartley

July 31, 1985

MEMORANDUM OF AGREEMENT

Extending the duties and responsibilities of the Parcel 18+ Task Force.

WHEREAS, the Commonwealth of Massachusetts and the City of Boston have committed themselves to pursue economic and community revitalization in the Southwest Corridor; and

WHEREAS, the Commonwealth, the City, and all other parties signatory to this agreement have a mutual and continuing interest in the orderly development of certain parcels of land within the Southwest Corridor, as more specifically identified on the attached map, (hereinafter "Parcel 18+"); and

WHEREAS, the Massachusetts Bay Transportation Authority ("MBTA"), the City of Boston ("City") and Northeastern University ("University") each has title to certain portions of these parcels, and they are in agreement that these parcels are to be developed consistent with the Southwest Corridor 1979 Development Plan and the City of Boston's development policies, or any amended plan developed through the Parcel 18+ Task Force pursuant to this Memorandum of Agreement; and

WHEREAS, Massachusetts Department of Public Works (the "MDPW") has title to one portion of Parcel 18, as shown on the attached map, which portion the MDPW intends to transfer in the near future to the MBTA for uses consistent with this Memorandum of Agreement (such transfer of title to be completed in accordance with the applicable provisions of M.G.L. c.7, Section 40F, and subject to any required Federal Highway Administration approvals); and

WHEREAS, the original Memorandum of Agreement creating the Parcel 18+ Task Force expired on June 16, 1983; and

WHEREAS, the MBTA is responsible for the completion of the Southwest Corridor Project and is the Commonwealth's lead agency for planning and implementation of joint development in a manner consistent with the "MBTA Procedures for Joint Development of Property in the Southwest Corridor", which took effect on February 6, 1985; and

WHEREAS, the MBTA's Director of Southwest Corridor Land Development is the MBTA's central agent for Parcel 18+ and will coordinate on the MBTA's behalf the activities of the various public agencies working in and adjacent to Parcel 18+; and will coordinate the activities of City agencies with those of the MBTA with regard to Parcel 18+; and will represent the MBTA with respect to planning and construction activity as these relate to the disposition and development of parcels within the boundary of Parcel 18+; and

WHEREAS, the City desires to coordinate the activities of various City agencies involved in the development of Parcel 18+, including but not limited to: the disposition of land for development; district planning; obtaining public funding; facilitating City reviews and permitting; facilitating negotiation of real estate tax agreements; facilitating relocation/provision of utilities; and providing other appropriate support; and

WHEREAS, the MBTA and the City each intend to designate the Boston Redevelopment Agency ("BRA") as their agent to create and implement a plan for the development of Parcel 18, and this understanding will be incorporated into Letters of Agreement between the parties; and

WHEREAS, the parties to this agreement will expedite the federal and state permitting process for Southwest Corridor Project development implementation; and

WHEREAS, the Lower Roxbury Community Corporation ("LRCC"), the Community Development Corporation of Boston, ("CDC"), The Greater Roxbury Development Corporation, ("GRDC"), and the Roxbury Action Program, ("RAP"), have planning and development capabilities and have represented community interests in this development for more than five years; and

WHEREAS, there are a number of other community groups and public agencies with a strong interest in Parcel 18+ which desire to review and comment on planning and development within Parcel 18+ because they represent residents in the surrounding area, or are engaged in activities which relate directly to development in Parcel 18+ (these groups are identified on the signatory page of this Agreement);

NOW, THEREFORE, be it resolved that:

1. The signatories agree to continue their association as the Parcel 18+ Task Force, (the "Task Force") in order to review the ongoing planning, analyses of marketability and development feasibility, disposition procedures and strategy for implementation, and to assure adherence to the Southwest Corridor 1979 Development Plan and the City of Boston's development policies, or to any amended plan developed through the Task Force pursuant to this Memorandum of Agreement, and to the stated Southwest Corridor Project principles for effective community participation.

2. The Task Force shall meet as often as required to conduct the business of the Task Force; it will hold regular monthly meetings which will be open to attendance and participation by all interested parties.

3. All signatories to this Agreement will coordinate closely their short- and long-term planning for new facilities with other members of the Task Force. No signatory to this Agreement will initiate further land acquisition development within the Parcel 18+ boundaries, without first notifying the other parties to this Agreement.

4. As part of the overall Parcel 18+ development program, the University will prepare a development plan for Parcel 17X and will seek the endorsement of this plan by the other members of the Task Force. It is understood that the development of Parcel 17X will be contingent upon: (1) delivery by the MBTA to the University of a deed or deeds in a form acceptable to the University to the land under the MBTA Settlement Agreement; (2) the receipt of a building permit for the University's garage, plans for which shall be approved by the Task Force; (3) designation of a developer; (4) adequate financing of the development project(s); (5) a plan acceptable to the University, the MBTA, the Executive Office of Transportation and Construction, the BRA and other signatories for temporary replacement on University property and public land of any spaces which must be relocated from Parcel(s) 18 and/or 22 after July 1, 1986 until completion of the garage or Parcel 17X; (6) provision by the MBTA and/or the Executive Office of Transportation and Construction of space to park 250 cars to replace on a temporary basis those spaces displaced during construction of the garage on Parcel 17X; (7) provision by the City of any additional spaces which may be required to replace on a temporary basis spaces displaced during construction of the garage on Parcel 17X; (8) the receipt of all necessary governmental approvals and permits; (9) and the approval by the City of those elements of the University's Master Plan that relate to the development of Parcel 17X, including where relevant garage, library, research, and recreational or athletic facilities.

The University will report to the Task Force at least quarterly on the progress of the development project(s). It is understood that the University will use its best efforts to initiate construction of additional development project(s) no later than upon completion of the garage. It is further agreed that should the development of Parcel 17X be phased, the University will landscape appropriately, weather permitting, any portions of the site which remain undeveloped for a period of six months or longer.

5. The Parcel 18+ Task Force will receive regular progress reports from the MBTA, the City, and the University, concerning on-going projects within the Corridor area, with particular reference to issues having a direct bearing on the future use of Parcel 18+.

6. The Task Force shall assess its needs for staff and consultant support and communicate them to the MBTA, the BRA, and the University. The MBTA, the BRA, and the University will, in response to requests that they determine are reasonable, provide in-kind staff and consultant services. (Utilization of services will be coordinated by the MBTA or its agent, the BRA.)

7. The Parcel 18+ Task Force will prepare a policy statement which describes the Task Force's recommendations on a program of uses, scale of development, development strategy, and financing plan for Parcel 18+. The parties to this agreement will use their best efforts to adopt this policy statement within four months of the date of execution of this Memorandum of Agreement.

8. The MBTA and the City agree that the Community Development Corporations which are signatories to this agreement shall have the opportunity to participate or be otherwise involved in the development of Parcels 18 and 22. Prior to the formal review and evaluation of development proposals for Parcels 18 and 22, a CDC participation policy consistent with this Agreement shall be agreed upon by the MBTA and the BRA with the aforementioned Community Development Corporations; this policy shall specify the scope and level of such participation or involvement. The parties will use their best efforts to insure that this policy is established within four months of the execution of this Memorandum of Agreement.

9. The MBTA and the BRA are fully committed to providing opportunities to minority developers as equity participants within the Parcel 18+ development process and will work with the Parcel 18+ Task Force to develop these opportunities. The MBTA and the BRA will conduct and conclude studies by September 1, 1985, to identify MBE developers within the City of Boston and the MBTA's jurisdiction, respectively, and to analyze models of MBE participation in comparable projects by transit authorities and by others. During the studies which will be completed by September 1, 1985, the MBTA and the BRA will meet with the Parcel 18+ Task Force to review the results of the studies and to discuss procedures with respect to MBE development opportunities on land owned or leased within the Joint Development Parcels in the 18+ area.

10. The MBTA and the BRA are fully committed to providing opportunities to minority business entrepreneurs and vendors and will address within the planning process the methods that will be employed to maximize these opportunities.

11. The agreement shall remain in effect for five years from the date of execution of this agreement and will thereafter continue from year to year. After the five year term, a party may withdraw from this agreement by notifying the other parties ninety (90) days prior to the anniversary date of the execution of this agreement.

MICHAEL S. DUKAKIS
Governor
Commonwealth of Massachusetts

Robert L. Kaine
ALDEN S. KAINES
Director
Governor's Office of
Economic Development

Ann Haskins
FREDERICK P. SALVATICI
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Massachusetts Department
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Hattie Dudley
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Mission Hill Extension

Lloyd King
LLOYD KING
Director, RAP

Gretchen Jackson
United Neighbors of Lower
Roxbury, Inc.

Raymond L. Flynn
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Mayor
City of Boston

Stephen Coyle
STEPHEN COYLE
Director
Boston Redevelopment
Authority

Kenneth G. Ryder
KENNETH RIDER
President
Northeastern University

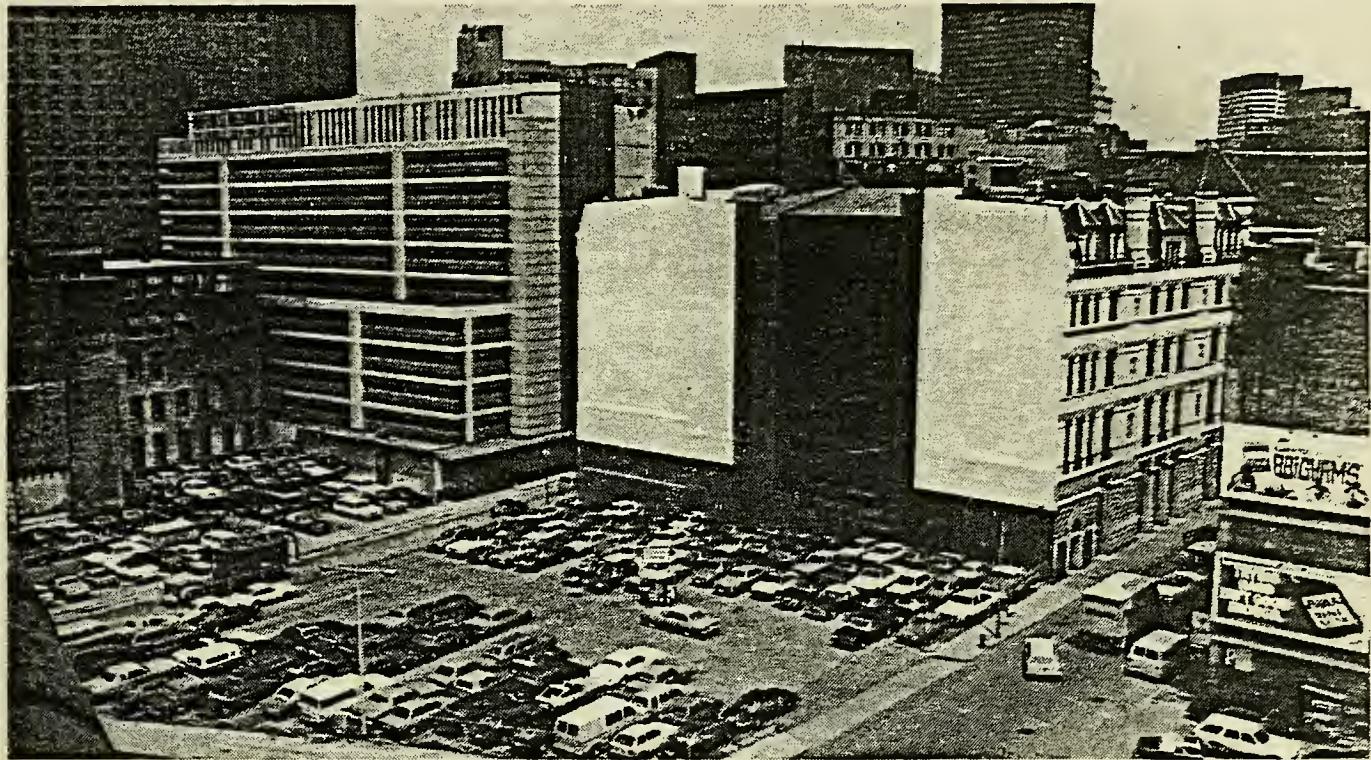
Marvin Gilmore
MARVIN GILMORE
General Manager, CDC

Ralph A. Smith
RALPH SMITH
President, LRDC

Christine E. King
CHRISTINE E. KING
Realty Manager / Urban Planner
GRDC

Carol Clark
CAROL CLARK
Whittier Street
Tenant Policy Council

Kingston-Bedford Garage and 140 Essex St. Parcel



KINGSTON-BEDFORD GARAGE AND 140 ESSEX STREET DEVELOPMENT PARCELS

The Kingston-Bedford Garage site and the surface parking lot at 140 Essex Street constitute a significant development opportunity as they are in close proximity to downtown retail areas, Chinatown, and the Financial District. The site is ideally suited to capitalize upon the projected demand for an additional 13.0 million square feet of new office space in the coming decade.

The combined site is also located in close proximity to the South Station commuter rail terminal and is readily accessible by other forms of public transportation. In addition, Essex Street may be widened to accommodate two-way traffic as part of a comprehensive traffic improvement plan for Dewey Square, Chinatown and adjacent areas of Essex Street.

The parcels are also contiguous or adjacent to the Bedford Building and the Proctor Building, two designated historic structures.

The garage parcel is presently improved with a municipal parking garage occupying the site land area of 27,426± square feet. The parcel is located on the block bounded by Kingston, Bedford, Columbia and Essex Streets.

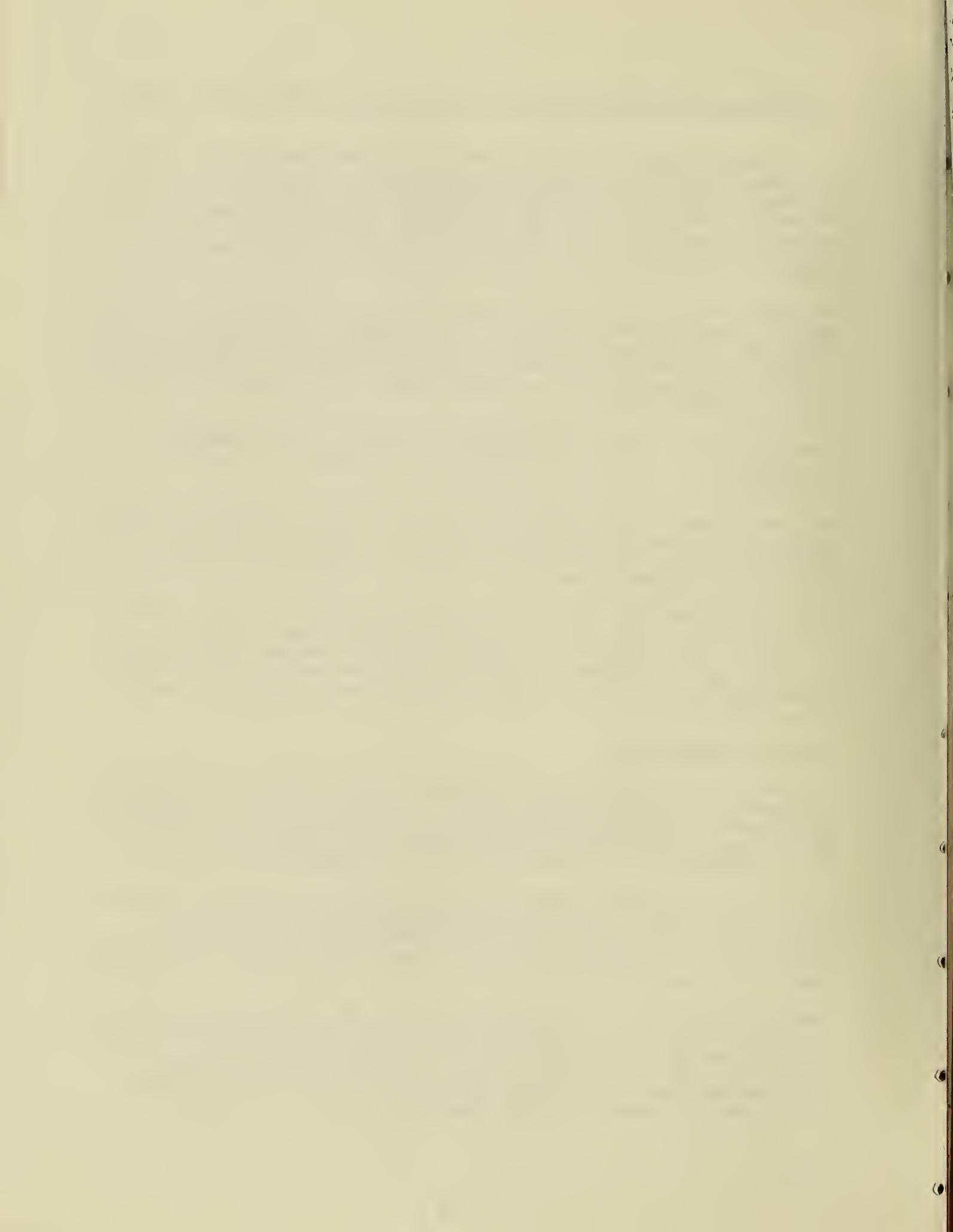
The surface parking lot parcel at 140 Essex Street is bounded by Columbia, Essex and Lincoln Streets and abuts the Bedford Building. The present site area is 20,757± square feet, though the area may be reduced to 18,502± with the proposed widening of Essex Street. Thus the minimum consolidated parcel size could exceed one acre.

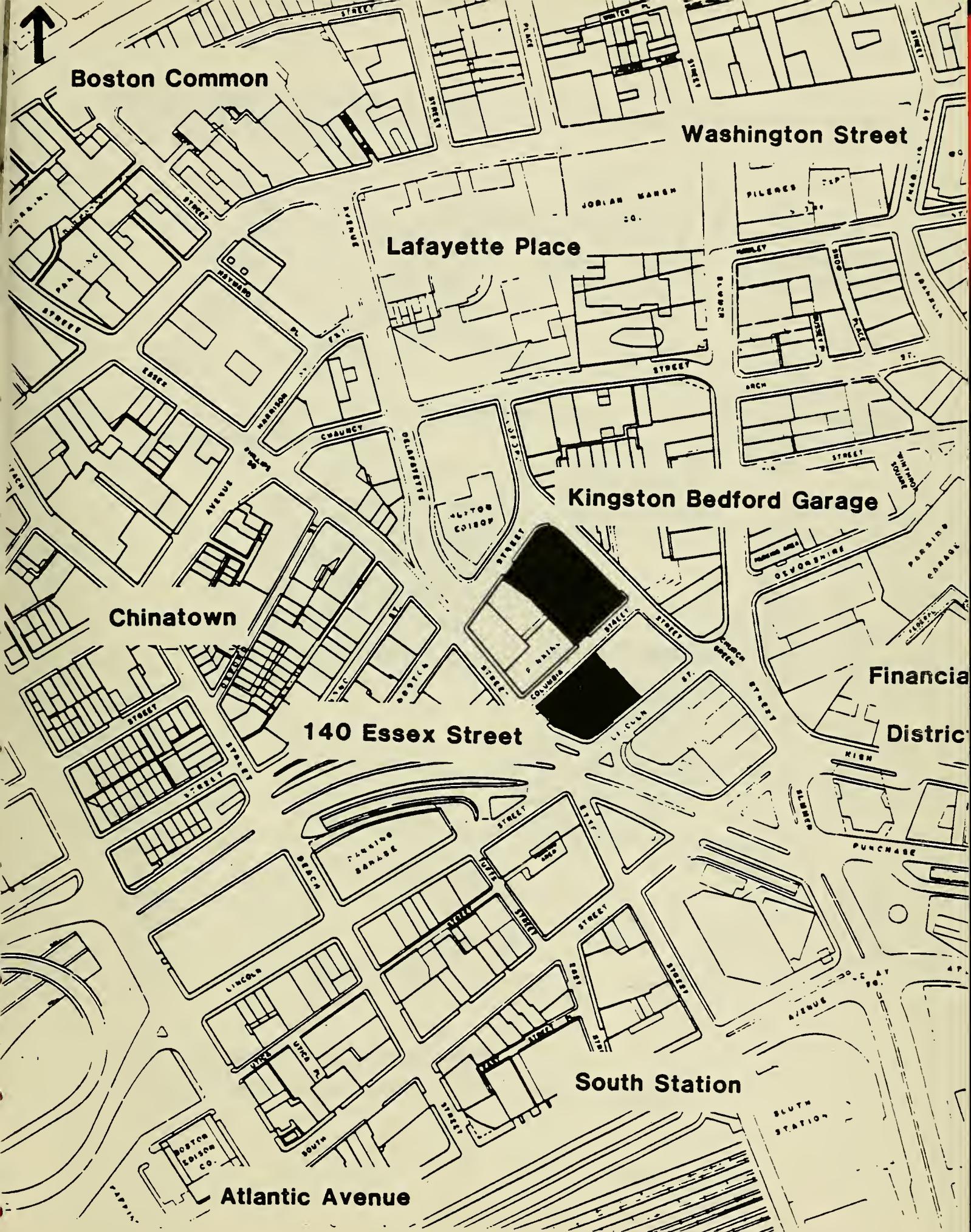
PROJECT DESCRIPTION

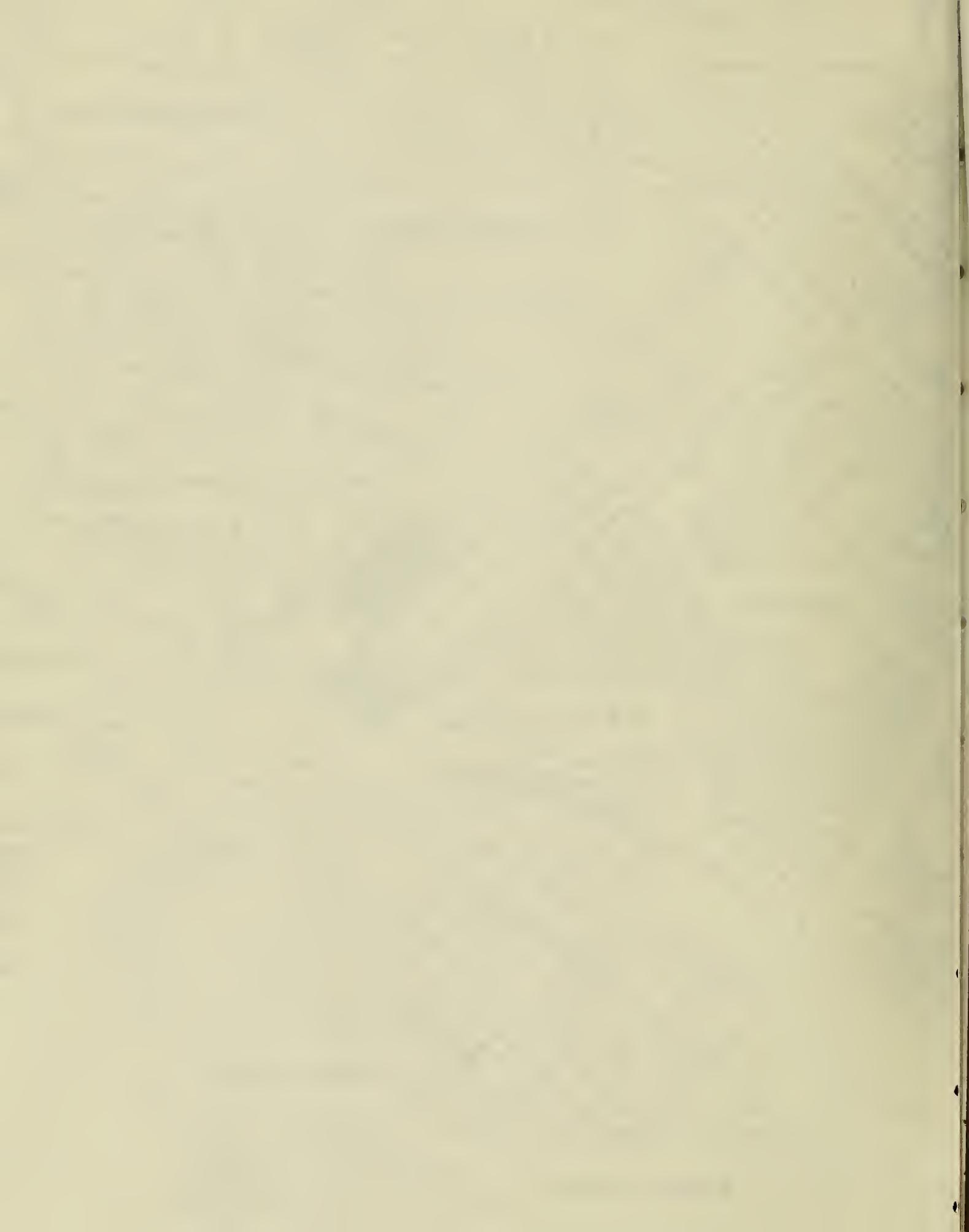
Proposals for a mixed use development which could include office, residential and retail space will be invited. Among the uses to be provided are below-grade parking for both building tenant and public use, street level retail space and childcare facilities and residential and/or office use on the upper floors.

As with other downtown redevelopment sites, specific guidelines will be prepared to assure an appropriate size and scale of development. Among the specified items are building height, massing, bulk, materials, architectural details, and street-level pedestrian improvements.

The development of the Kingston-Bedford and 140 Essex Street parcels will be tied to that of Parcel 18 as an inducement to the private sector to develop currently underutilized areas. Guidelines for development of the downtown sites and Parcel 18 will define the financial and development mechanisms to effect the parcel-to-parcel linkage strategy.







DEVELOPMENT PARCELS

EXISTING CONDITIONS



— PROPOSED PARCEL BOUNDARIES

— ALIGNMENT OF PROPOSED ESSEX STREET WIDENING

SUMMARY OF KINGSTON-BEDFORD GARAGE
AND 140 ESSEX STREET PARCEL ASSETS

- o Site is in excellent location, in close proximity to Downtown Crossing, Church Green, Chinatown, Dewey Square and the Financial District.
- o Access to the sites is excellent by both transit and highways. Planned transportation improvements include proposed widening of Essex Street as part of area roadway improvements.
- o Area immediately adjacent to site has and continues to experience tremendous investment, e.g., Dewey Square, Park Plaza, Lafayette Place, South Station and 99 Summer Street.
- o Sites are relatively large, publicly-owned and readily available for lease or sale and redevelopment.
- o Sites are ideally suited to tap demonstrated market demand for high quality office, retail and housing development.

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PARCEL 18/KINGSTON-BEDFORD SCHEDULE

Submission of Full Developer Proposals for Parcel 18 and Kingston-Bedford Parcels	June 1986
Public Agency and Community Review and Evaluation of Proposals	June - August 1986
Selection of Preferred Developers	August 1986
Start of Construction	Summer 1987
Occupancy	Fall 1988

~~18 ARY~~

~~18 ARY~~